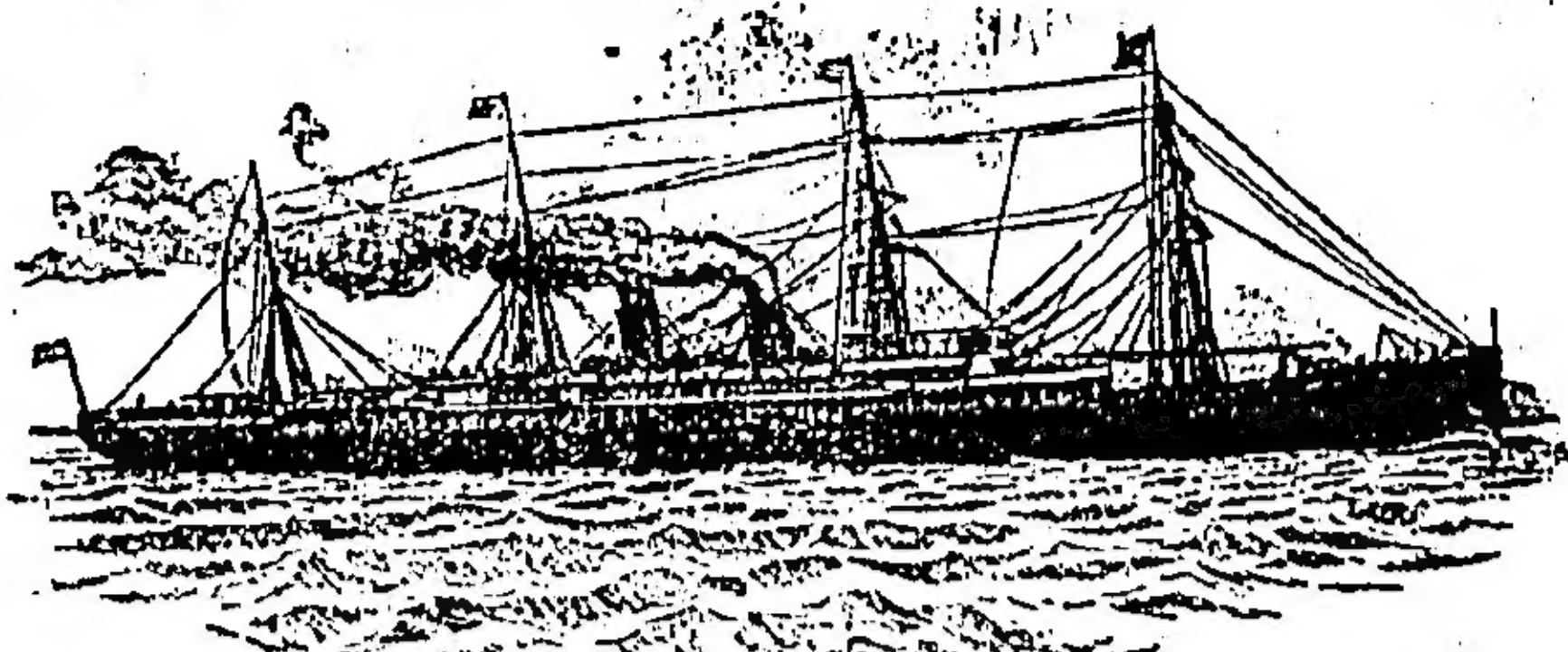






## Mails.

## U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,  
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,  
CENTRAL AND SOUTH AMERICA AND EUROPE.

## PROPOSED SAILINGS FROM HONGKONG.

|                 |                                     |
|-----------------|-------------------------------------|
| "CHINA"         | WEDNESDAY, 25th March, at Daylight. |
| "DORIC"         | WEDNESDAY, 1st April, at Noon.      |
| "NIPPON MARU"   | THURSDAY, 11th April, at Noon.      |
| "SIBERIA"       | THURSDAY, 18th April, at Noon.      |
| "DO-TO"         | THURSDAY, 25th April, at Noon.      |
| "AMERICA MARU"  | TUESDAY, 5th May, at Noon.          |
| "KOREA"         | WEDNESDAY, 13th May, at Noon.       |
| "GAELIC"        | FRIDAY, 22nd May, at Noon.          |
| "HONGKONG MARU" | SATURDAY, 30th May, at Noon.        |

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 12,000 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE P. M. Company's Steamship "CHINA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, TO-MORROW, the 25th instant, at Daylight, taking Freight for Japan, the United States and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 18th March, 1903.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.

## SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
EMPERESS' Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

|                            |                 |                         |
|----------------------------|-----------------|-------------------------|
| R.M.S. "EMPERESS OF CHINA" | 6,000 Tons..... | WEDNESDAY, 1st April.   |
| "EMPERESS OF INDIA"        | 6,000 ".....    | WEDNESDAY, 22nd April.  |
| "TARTAR"                   | 4,475 ".....    | WEDNESDAY, 6th May.     |
| "EMPERESS OF JAPAN"        | 6,000 ".....    | WEDNESDAY, 13th May.    |
| "ATHENIAN"                 | 3,882 ".....    | WEDNESDAY, 27th May.    |
| "EMPERESS OF CHINA"        | 6,000 ".....    | WEDNESDAY, 3rd June.    |
| "EMPERESS OF INDIA"        | 6,000 ".....    | WEDNESDAY, 24th June.   |
| "EMPERESS OF JAPAN"        | 6,000 ".....    | WEDNESDAY, 15th July.   |
| "TARTAR"                   | 4,475 ".....    | WEDNESDAY, 22nd July.   |
| "EMPERESS OF CHINA"        | 6,000 ".....    | WEDNESDAY, 5th August.  |
| "ATHENIAN"                 | 3,882 ".....    | WEDNESDAY, 12th August. |
| "EMPERESS OF INDIA"        | 6,000 ".....    | WEDNESDAY, 26th August. |

THE magnificent "EMPERESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS) saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to  
D. E. BROWN, General Agent,  
Fidlers' Street.

Hongkong, 13th March, 1903.

HAMBURG-AMERIKA LINIE.  
NORDDEUTSCHER LLOYD.  
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

| STEAMERS   | DESTINATIONS                        | SAILING DATES | Freight and Passengers  |
|------------|-------------------------------------|---------------|-------------------------|
| KONIGSBERG | HAVRE AND HAMBURG.                  | 10th April.   | Freight and Passengers. |
| Mayer      | (Calling at SINGAPORE and COLOMBO). |               |                         |
| SAMBIA     | HAVRE AND HAMBURG.                  | 21st April.   | Freight.                |
| Schmidt    | (Calling at SINGAPORE and PENANG).  |               |                         |
| SERBIA     | HAVRE AND HAMBURG.                  | 5th May.      | Freight.                |
| Djindj     | (Calling at SINGAPORE and COLOMBO). |               |                         |
| SAXONIA    | HAVRE AND HAMBURG.                  | 19th May.     | Freight.                |
| Hrehner    | (Calling at SINGAPORE and PENANG).  |               |                         |
| SEGOVIA    | HAVRE AND HAMBURG.                  | 2nd June.     | Freight.                |
| Fork       | (Calling at SINGAPORE and COLOMBO). |               |                         |

For further Particulars, apply to  
HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
No. 1, Queen's Building.

Hongkong, 14th March, 1903.

## Shipping—Steamers.

HONGKONG, CANTON, MACAO AND  
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION  
COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAN" ..... 2,351 tons..... Captain H. D. Jones.  
"POWAN" ..... 2,138 "..... " G. F. Morrison, R.N.R.  
"FATSHAN" ..... 2,250 "..... " J. J. Lussius.  
"HANKOW" ..... 2,273 "..... " C. V. Lloyd.  
Departures from HONGKONG to CANTON daily at about 8 A.M. (Sunday excepted), and at about 5.30 P.M. (Saturday excepted).  
Departures from CANTON to HONGKONG daily at about 8 A.M. (Sunday excepted), and at about 4.30 P.M. (Sunday excepted).  
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.  
HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN" ..... 1,998 tons..... Captain W. E. Clarke.  
Departures from Hongkong to Macao daily at about 2 P.M.  
Do. from Macao to Hongkong daily at about 8 A.M. } Sunday excepted.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN" ..... 2,19 tons..... Captain T. Hamlin.  
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "NANNING" ..... 569 tons..... Captain R. D. Thomas.  
"SAINAM" ..... 588 "..... " A. W. Dixon.  
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—  
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,  
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.

Or of BUTTERFIELD &amp; SWIRE,

Agents, CHINA NAVIGATION CO., LTD

Hongkong, 20th March, 1903.

## Notices of Firms.

THE CHINA MERCHANTS S. N. CO.  
NOTICE.

I HAVE This Day taken over the duty as  
MANAGER of the above Company.  
By Order of the Board of Directors,  
CHAN HEWAN,  
Manager.

Hongkong, 18th March, 1903.

CHINA TRADERS' INSURANCE  
COMPANY, LIMITED.  
NOTICE.

CONSEQUENT upon the Retirement of  
Mr. W. H. RAY, owing to ill-health,  
Mr. JAMES WHITALL has, from This Date,  
been appointed SECRETARY of the above  
Company.  
By Order of the Board of Directors,  
E. W. MAITLAND,  
Acting Secretary.

Hongkong, 17th March, 1903.

## Hotels.

KING EDWARD  
HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR  
AND  
BILLIARD ROOMS.

Rooms specially reserved for Captains  
of the Mercantile Marine.  
Hot and Cold Water throughout.

Electrically Lighted.

Electric Passenger Elevator to each Floor.

Table D'Hotel at Separate Tables.

For Terms, &amp;c., apply to the

MANAGER.

Hongkong, 23rd October, 1902.

AN OPPORTUNITY FOR AMERICAN  
AND EUROPEAN ENTERPRISE

IN

PROGRESSIVE HONGKONG.

THE QUEEN'S HOTEL,

situate at Kowloon, within a few minutes' walk

of the principal landing stages of the

SECOND SEAPORT IN THE WORLD

and on the Trunk Road of the Projected

HONGKONG-CANTON RAILWAY,

IS FOR LEASE ON

VERY EASY TERMS,

owing to Proprietor having to leave the Colony.

The Elite Establishment, patronised by the

residents of Hongkong and Kowloon, and by

the Shipping Community calling at this Far

Eastern entrepot of trade

An exceptionally large and showy building,

capable of extension, with large piece of vacant

land adjoining.

Bounded by main roads leading to the

Docks and Warehouses.

The Establishment has been conducted as a

First Class Hotel and is a profitable investment.

Is capable of still larger returns if management

is taken over by person devoting exclusive

attention to the Business.

Inspection of Books allowed to any one

making Bonâ Fide Offers for Lease, &amp;c.

For full Particulars apply to

H. RUTONJEE,  
D'Aguilar Street,  
Hongkong.

Hongkong, 23rd February, 1903.

GOVERNMENT NOTIFICATION.

INFORMATION has been received from

the Military Authorities that "GUN

PRACTICE" will be carried out at Lyman

TO-MORROW, the 25th instant, at targets

in a South-Easterly direction.

Practice will commence at about 10 A.M.

By Command,  
F. HAMAY,  
Colonial Secretary.Colonial Secretary's Office,  
Hongkong, 24th March, 1903.

## Auctions.

## PUBLIC AUCTION.

THE Undersigned have received instructions  
from C. C. COHEN, Esq., to Sell by  
PUBLIC AUCTION,  
TO-MORROW  
(WEDNESDAY), the 25th March, 1903,  
at 2.30 P.M.,  
within his residence, No. 1, Cameron Villa,  
the Peak,  
THE WHOLE OF HIS

HOUSEHOLD FURNITURE,

Comprising—

DRAWING-ROOM SUITE, IRON BED-

STEADS with WIRE and HAIR MAT-

TRESSES, MARBLE TOP WASH-STANDS

DRESSING TABLES with BEVELLED

GLASS, TEAK-WOOD OVERMANTELS

WITH GLASS, BRASS and IRON FENDERS,

TEAK-WOOD EXTENSION DINING

TABLE, MARBLE-TOP TABLES,

MOROCCO-COVERED ARM CHAIRS,

ELECTRO-PLATED CROCKERY and

GLASS WARE, ICE CHEST, CHEST-

OF-DRAWERS, CARPETS, RUGS,

SHANGHAI BATH, COOKING STOVES

and UTENSILS, &amp;c., &amp;c.;

ALSO

A fine collection of FERNS and PLANTS

in POTS.

Catalogues will be issued.

TERMS—As usual.

HUGHES & HOUGH,  
Auctioneers.

Hongkong, 20th March, 1903.

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of

the letting by Public Auction Sale, to be

held on MONDAY, the 30th day of March,

1903, at 3 P.M., at the Offices of the Public

Works Department, by Order of His Excellency

the Governor, of One Lot of CROWN LAND,

on the South side and near the crest of the

Kowloon Range of Hills, New Kowloon, in the

Colony of Hongkong, for a term of 75 Years.

PARTICULARS OF THE LOT.

No. of Sale.

Boundary

Measurements.

Content in

Square Feet.

Annual Rent.

Upset Price.

No. of Sale.

Boundary

Measurements.

Content in

Square Feet.

Annual Rent.

Upset Price.

No. of Sale.

Boundary

Measurements.

Content in

Square Feet.

Annual Rent.

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Upset Price.

No. of Sale.

Boundary

Measurements.

Content in



## TIENTSIN CHAMBER OF COMMERCE AND THE CURRENCY QUESTION.

At the annual meeting of the members of the Tientsin Chamber of Commerce, held on the 7th inst., Mr. E. F. Mackay, the Chairman, made the following reference to the currency question, which we are sorry to see neither the Shanghai Chamber nor the China Association evinces any desire to take up.

Gentlemen, the all but total disorganisation of the local money market and the utter inadequacy of all tinkering measures to remedy apparent evils (applause) are but part and parcel of a far greater disorganisation, that of the finances of the Chinese Empire. As you know this is a great question, and in the solidarity of all modern commercial interests it is now attracting the attention not only of the trading communities of the Far East but of financiers in all parts of the world. The monetary system of China and the impact that attends the steady fall in silver are, I do not hesitate to say, the question of the day. I hope that this Chamber will, at once give its earnest attention to the consideration and advocacy of remedial measures. We are near the seat of government and in close touch with a courageous and open-minded Viceroy who has both the will and power to initiate reforms. As a Chamber while we cannot pretend that our voice is as potent as those of the Chambers of Hongkong and Shanghai, we are geographically far better situated to bring our influence to bear on the Chinese Government, Imperial and Provincial, and also on the Foreign Ministers, I strongly urge you to take this matter up. I might suggest a carefully chosen committee to go into this matter, and if we arrive at any definite conclusion, to push it with all the force at our command. I am sure that equally with me you must have been impressed with a scheme that has a local origin, and which is based on the successful procedure of India and Japan. I refer to that elaborated in *The Peking and Tientsin Times*, and I have reason to believe, by a member of this Chamber.

The Chairman's invitation was followed by a prolonged and Quaker-like silence. Mr. Mackay, resuming, said he would make no apology for introducing the subject of the Gold Standard. It was of very great importance to the whole commercial community; the present tendency of things, resulting as it did in an ever increasing taxation of the Chinese people to meet the national obligations in gold, was greatly intensifying the difficulty of an already dangerous political situation. Enough had of late been said and written to show that they should at once grapple with the subject. Bad as it was elsewhere, here it was accentuated for reasons which he need not now recapitulate. They knew that imports had all but stopped, and an unprecedented position of affairs was now apparent in their Northern trade. Tientsin must put its shoulder to the wheel to rid the trade of an intolerable incubus. They should at once try to get on to a path which would take them from an environment of influence which threatened ruin and which they could in no way control.

He advocated a small select Committee to investigate the whole question. More as a guide or as a matter to talk round, he had drawn up a memorandum which he would now read, and if it found favour, it might be given to this Committee as a sort of general instruction. He would not move this memorandum as a resolution, but would none the less be glad if the members would express an opinion on it. If the Committee came to a definite conclusion, he would suggest that the Chamber should at once press this conclusion on the Imperial Chinese Government, the Viceroy of Chihli, the Hongkong and Shanghai Chambers, the China Association and the China League.

The memorandum read as follows:—"As it is impossible for men of business to feel any confidence in the future value of the tael, and as they believe that the present state of things restricts the investment of capital in this country and thus seriously hampers legitimate enterprise, they feel that unless specific measures be taken to secure stable exchange there can be no other prospect but that of endless fluctuations in the relative values of silver and gold attended with a fall in value of silver to an indefinite amount. We think that the Government of China should take steps to have the question of the advisability of introducing a gold standard into China carefully and seriously considered by competent authorities."

"To meet the sterling debt an increasing load of taxation is laid on every Province, and as the tael exchange falls the taxes must increase."

"This indefinite impediment to trade would be stopped if a fixed exchange were assured."

"We are of opinion that the dislocation of trade on the introduction of reforms would be a lesser evil than the present situation."

"Without expressing an opinion as to what rate of exchange would be most advantageous to China, we would urge—"

"I. That the Imperial Government carry out its promises in the recent Treaty with Great Britain, and take into its own hands the minting of a national coin, which to be effective must mean one central mint under foreign management."

"II. That the free coinage of silver be prohibited."

"III. That steps be taken to allow for the accumulation of a gold reserve" (hear, hear).

Mr. Edmund Cousins drew attention to the general vagueness that many of them felt on matters of the higher fiscal science. He personally wanted enlightenment. He had read with great interest the papers in *The Peking and Tientsin Times* and would be glad to have them in a more convenient shape. He thought it well within the scope of this Chamber to assist in this matter and begged to move "That subject to the approval of the author these papers and subsequent letters be reprinted in pamphlet form at the expense of the Chamber, and circulated among the members" (hear, hear).

This was seconded by Mr. R. A. Cousins and carried unanimously.

Mr. W. A. Morling, speaking on the collective action of the Chamber in this great matter, said it behooved them to proceed cautiously lest they may give an additional kick to the already depreciating dollar. He thought Sir James Mackay's treaty met the case already, and he thought the subject as it now stood hardly called for their interference.

Mr. Mackay urged that the very first step was a universal coinage all over China; they saw no signs of it coming about under the Treaty. To talk of a gold currency before the coinage came was merely ploughing the sands.

Mr. M. H. Houston was of opinion that the Chinese would not interfere in the matter of the coinage until they saw it was a step to a gold standard. There was no sign of the obligations of Sir James Mackay's Treaty coming into effect and in the meantime irreparable damage was being done.

On some one in the meeting asking the Chairman if there were any examples of a gold standard without a gold coinage, Mr. Mackay read the following note which he had received from the gentleman who had written the articles in *The Peking and Tientsin Times*.

"I. In Canada the standard is gold and though there is no Canadian gold coin and little or no gold in circulation. Without a gold currency and not having even a mint for gold, dollar notes and silver dollars circulate at United States value."

"II. West Indies. All the West India Islands and British Guiana have adopted the English currency, gold being the standard, but silver being legal tender without limit. In practice British gold is never seen there; the circulating medium consists of shillings and British colonial bank notes. This is an instance of a gold standard without gold, and a silver token currency circulating to an unlimited extent at a value based on that gold standard."

"III. Holland and the Dutch Indies. The standard is gold with little or no gold in circulation. The silver is kept at an artificial ratio much higher than its market value although neither it nor the paper is convertible, except for the purposes of export."

"IV. Austria Hungary. The fall in the exchange which would have accompanied or followed the fall in the market value of silver has been averted by closing the mints against the free coinage of silver."

"The case of Holland and Java is very remarkable, for the gold standard has been maintained without difficulty in both countries, although there is no mint in the Dutch East Indies and no stock of gold there, and only a moderate stock of gold in Holland. It would thus appear that it has been found possible to introduce a gold standard without a large stock of gold, and even without legal convertibility of the existing silver currency into gold."

"India has secured a gold stable exchange without a gold coinage merely by closing the mints to the free coinage of silver."

"The exchange value of the rupee is to-day 14 though its intrinsic value is only 7½."

Mr. Mackintosh referred to the more germane case of Mexico, which, except geographically, was far closer to that of China than those Mr. Mackay referred to.

Mr. Mackay thought Mexico pointed the moral his way. Her condition was so deplorable that the United States was discussing the expediency of coming to her aid.

Mr. E. Cousins said he feared to illustrate the folly of those who rush in where angels fear to tread. He would move "That the Committee of the Chamber be instructed to appoint a 'Special Committee of not less than seven to consider this question and to report to the Chamber as soon as possible.' He was of opinion that the Committee should be as strong as possible, and should represent all interests. He advised that it should not necessarily be limited to members of the Chamber. Mr. Buchheister seconded and the resolution was passed *unanimously*.

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## Intimations.

## YOU WILL NOT BE DECEIVED.

That there are cheats and frauds in plenty everybody knows; but it is seldom or never that any large business house is guilty of them, no matter what line of trade it follows. There can be no permanent success of any kind based on dishonesty or deception. There never was, and never will be. The men who try that are simply fools and soon come to grief—as they deserve. Now many persons are, nevertheless, afraid to buy certain advertised articles lest they be humbugged and deluded; especially are they slow to place confidence in published statements of the merits of medicines. The effective remedy known as

**WAMPOL'S PREPARATION** is as safe and genuine an article to purchase as flour, silk or cotton goods from the mills of manufacturers with a world-wide reputation. We could not afford to exaggerate its qualities or misrepresent it in the least; and it is not necessary. It is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry; and how valuable such a blending of these important medicinal agents must be to plain everybody. It is beyond price in Anemia, Scrofula, Weakness and lack of Nervous Tone, Wasting Diseases, Bronchitis, La Grippe, Lung Troubles and Impurities of the Blood. Science can furnish nothing better—perhaps nothing so good. Dr. W. H. Dailie, of Canada, says: "I have used it in my practice and take pleasure in recommending it as a valuable tonic and reconstructive." It is a remedy that can afford to appeal to its record and represents the science and knowledge of bright and aggressive medical investigation. Effective from the first dose. "You cannot be disappointed in it." Like all good things it is limited. Sold by chemists throughout the world and A. S. Watson & Co., Limited.

**MACHELL MEMORIAL FUND.** A MEETING OF SUBSCRIBERS to the above Fund will be held at QUEEN'S COLLEGE on FRIDAY next, March 27th, at 5.30 P.M.

E. RALPHS, Hon. Secretary.  
Hongkong, 21st March, 1903. [265e]

**THE EASTERN EXTENSION AND GREAT NORTHERN TELEGRAPH COMPANIES.** THE "VIA EASTERN" TELEGRAPHIC SOCIAL CODE.

THE above mentioned Code is available for Telegrams sent by the lines of either Company, and may be consulted, or purchased, at the Companies' Office.

J. M. BECK, Superintendent.  
Hongkong, 18th March, 1903. [347e]

**WANTED.** INSTITUTION OF ENGINEERS AND SHIPBUILDERS OF HONGKONG. Wanted a MANAGER for above Institution. Apply to

HON. SECRETARY.  
Hongkong, 20th March, 1903. [358e]

**Consignees.** OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

**NOTICE.** CONSIGNEES OF CARGO per Steamship "DORIC."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

E. W. TILDEN, Agent.  
Hongkong, 21st March, 1903. [359e]

**NOTICE TO CONSIGNEES.** FROM CALCUTTA, PENANG AND SINGAPORE.

**"LIGHTNING."** THE Steamship having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after the 25th instant, at 4 P.M., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & CO., LIMITED, Agents.  
Hongkong, 21st March, 1903. [370e]

**NOTICE TO CONSIGNEES.** FROM MIDDLEBOROUGH, ANTWERP AND LONDON.

**"PEMBROKESHIRE."** THE Steamship having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

This Vessel brings Cargo—From Venice, ex s.s. *Elmore* transhipped at Trieste.

Optional Cargo will be discharged here, unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 26th instant, at 9.30 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned.

SHEWAN, TOMES & CO., General Agents.  
Hongkong, 21st March, 1903. [371e]

**Consignees.** NOTICE TO CONSIGNEES. FROM TRIESTE, FORT SAID, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

**"MARIA VALERIE."** THE Company's Steamship having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

This Vessel brings Cargo—From Venice, ex s.s. *Elmore* transhipped at Trieste.

Optional Cargo will be discharged here, unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 26th instant, at 9.30 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned.

SANDER, WIELER & CO., Agents.  
Hongkong, 21st March, 1903. [372e]

**Consignees.** NOTICE TO CONSIGNEES. FROM ANTWERP, LONDON AND STRAITS.

**"GLEN" LINE OF STEAMERS.** THE Steamship "GLENSHIEL" having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained as soon as the Goods are landed.

## Consignees.

## NOTICE TO CONSIGNEES.

**"GLEN" LINE OF STEAMERS.** FROM ANTWERP, LONDON AND STRAITS.

**"GLENSHIEL."** THE Steamship having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained as soon as the Goods are landed.

Goods not cleared by the 24th instant will be subject to rent.

No Fire Insurance will be effected. All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognised.

McGREGOR BROS. & CO., W. Haswell.  
Hongkong, 18th March 1903. [341e]

**IMPERIAL GERMAN MAIL LINE.** NORDDEUTSCHER HAMBURG-AMERIKA LLOYD.

**NOTICE TO CONSIGNEES.** THE Steamship "SACHSEN" of the NORDDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, the 26th instant, at 9.30 A.M.

All Claims must reach us before the 30th instant, or they will not be recognised.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & CO., Agents.  
Hongkong, 19th March, 1903. [353e]

**"MOGUL" LINE OF STEAMERS.** S.S. "AFRIDI" FROM GLASGOW AND LIVERPOOL.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 30th instant, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th instant, at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned.

DODWELL & CO., LIMITED, Agents.  
Hongkong, 20th March, 1903. [354e]

**"INDRA" LINE OF STEAMERS.** FROM NEW YORK.

**"INDRANI."** THE Company's Steamship having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 27th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

JARDINE, MATHESON & Co., Agents.  
Hongkong 21st March, 1903. [363e]

**AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.** NOTICE TO CONSIGNEES.

FROM TRIESTE, FORT SAID, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

**"MARIA VALERIE."** THE Company's Steamship having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

This Vessel brings Cargo—From Venice, ex s.s. *Elmore* transhipped at Trieste.

Optional Cargo will be discharged here, unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 26th instant, at 9.30 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned.

SANDER, WIELER & CO., Agents.  
Hongkong, 21st March, 1903. [372e]

**Consignees.** NOTICE TO CONSIGNEES. FROM ANTWERP, LONDON AND STRAITS.

**"GLEN" LINE OF STEAMERS.</**



## Intimations.



A. S. WATSON &amp; CO.,

LIMITED.

ESTABLISHED A.D. 1841.

ERATED WATER  
MANUFACTURERS.BREWED  
GINGER BEER  
IN STONE BOTTLES.

## OUR GINGER BEER

Is prepared from the freshest and best ingredients.

Is the only GINGER BEER in the Colony that is really BREWED.

Is of the highest standard of excellence and purity.

Is a refreshing and health-giving beverage.

PRICE IN STONE BOTTLES:—  
Per dozen.....\$2.25

\$1.50 per dozen is allowed for the bottles when received back at our Factories in good condition.

A. S. WATSON &amp; Co.,

LIMITED,

BREWERS OF GINGER BEER AND  
ERATED WATER MANUFAC-  
TURERS.TELEPHONE NO. 35.  
CABLE ADDRESS: "ACHEE," HONGKONG.  
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

A CHEE & CO.,  
祥利廣  
17A, QUEEN'S ROAD.FURNITURE  
DEALERS.DRAWING-ROOM,  
DINING-ROOM,  
and BED-ROOM  
FURNITURE.ELECTRO-PLATED,  
GLASS, and  
CHINA WARES.  
PASTEUR'S MICROBE-PROOF  
FILTERS,  
ROCHESTER LAMPS,  
WHITE TURKISH TOWELS,  
COUNTERPANES,  
COOKING RANGES,  
KITCHEN UTENSILS, and  
HOUSEHOLD REQUISITES.PHOTOGRAPHIC  
DEPARTMENT.DEVELOPING and PRINTING  
UNDERTAKEN for AMATEURS.  
GOOD WORK.

PROMPT RETURN.

Hongkong, 8th July, 1902. [728d]

CARMICHAEL AND  
CLARKE,  
CONSULTING ENGINEERS AND  
SHIPBUILDERS,  
SURVEYORS and CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.  
A. B. C. Code, 4th Edition.  
A. 1 Code.  
Liebner's Standard Code.  
TELEPHONE, 332.  
Hongkong, 20th March, 1903. [335e]SAN MIGUEL  
San Miguel.  
San Miguel.

## The Hongkong Telegraph

HONGKONG, TUESDAY, MARCH 24, 1903.

THE LOCAL ADMIRALTY  
DOCKS.

In a few brief remarks printed in these columns last night we introduced the subject of the possibility, or even the advisability, of the transfer of the Admiralty docks from the present site in front of the Naval Yard to some other position offering better natural advantages for the carrying out to a satisfactory completion the extensions contemplated by the Imperial Government to establish Hongkong as a naval base of the very highest order. The subject, as we pointed out last evening, is an old one. The present site was considered by the Colonial Government and by the British community as one not quite in harmony with the interests of the Colony. As we have seen the main features of the Extension Scheme consist of a floating basin for the refitting and repairing of vessels while afloat and a graving dock for underwater repairs. There are also outside deep-water quays where heavy guns, boilers, &c. may be handled, these quays serve as the reclamation wall and will form the new part of the Naval Yard. The tidal basin has an area of 934 acres and a depth of over 30 feet at the lowest spring tides. It is nearly square in shape, and is surrounded by deep water quay walls against which battleships and cruisers will be able to lie. The graving dock will be 550' 0" with a depth of 30 feet 6" inch of water at lowest spring tide on the entrance sill. The total area to be occupied by the new works is 39½ acres. With the exception of the graving dock, which will be built in the dry within cofferdams, all the work is being built under water. It was not suggested at the time that any natural disadvantages (such as those which have now been discovered in that no solid foundation could be found for the cofferdams), existed in the present site; for, on the best professional expert counsel available to the Admiralty officials the foreshore and the sea-bed appeared all that was desirable. But even expert calculations are liable to go wide of the mark, and if we can believe all that is said there are grounds for the belief that the site is not all that one could wish. We understand that the Colonial Government as well as the military authorities are not in favour of the works being completed where they have been commenced, although the naval authorities hold a very different view. There are a few among them, however, who fall in with the point of view of the Colonists. There is one party who entertain the opinion that, for strategic reasons the site, as fixed upon on the Island, should not be abandoned in favour of one on the mainland. Their objections are based on the ground that, situated on the mainland, the works would be open to the fire and shell of any enemy that might obtain a landing in Hongkong from the other side of the Island, and, gaining the heights of the surrounding hills, storm the works from a position where shelter might be obtained for them, and so cripple our base of operations. This is no new argument in favour of the abandonment of the Island site for one northwards. We have heard it before the scheme was initiated; we have heard it again when the new Praya Reclamation works were first mooted, and we hear it reiterated to-day. There is, however, a very strong opinion against its present retention, and how the end of those holding that view can be effected it will be left to a very representative body of gentlemen connected with shipping and other important interests in the Colony to study the best way to proceed and formulate their arguments for submission to the Imperial Government. A private meeting was held at the Hongkong Club at noon to-day, and as the result of that conference a number of gentlemen were appointed as a provisional committee to discuss the matter in all its details. Their names are Mr. G. Balloch (Messrs. Gilman & Co.), Mr. D. E. Brown (Canadian Pacific Steamship Co.), Hon. Sir Paul Chater, C.M.G., Hon. C. W. Dickson (Messrs. Jardine, Matheson & Co.), Mr. A. Forbes (Messrs. Bradley & Co.), Mr. E. A. Hewett (Peninsular and Oriental Steam Navigation Company), Hon. Dr. Ho Kai, C.M.G., Mr. J. H. Lewis (Messrs. Douglas, Laprak & Co.), Mr. G. H. Medhurst (Messrs. Dowell & Co., Ltd.), Mr. H. N. Mody, Mr. W. Poate, (Messrs. Butterfield & Swire), Mr. H. E. Pollock, K.C., Hon. R. Sheehan, (Messrs. Sheehan, Tomes & Co.), Mr. J. R. M. Smith, (Hongkong & Shanghai Bank), Hon. Gershom Stewart, Mr. H. E. Tomkins, (Messrs. Reiss & Co.), and Mr. A. G. Wood, (Messrs. Gibb, Livingston & Co.). The Hon. Sir Paul Chater is appointed president of the Committee, the Hon. R. Sheehan, vice-president and Mr. H. E. Pollock, hon. secretary.

With such a large and influential committee as that represented in the list just given we have the entire body of commercial, shipping and land interests represented, and the members' resolution must carry the utmost weight, not only with the Colonial authorities but with the Home Government with whom the final decision will ultimately rest.

Since the above was written Mr. H. E. Pollock, K.C., courteously forwarded to us for publication a copy of the official minutes of the meeting. They are as follows:—

Minutes of Meeting held at the Hongkong Club House on Tuesday, 24th March, 1903.

Hon. R. Sheehan briefly referred to the object for which the meeting was called, and moved that Sir Paul Chater, M.G., be asked to take the chair. The motion was seconded and carried unanimously. Sir Paul Chater, C.M.G., then took the chair, and explained to the meeting that he had been informed that, owing to certain difficulties in connection with the foundations of the new Admiralty Dock, it seemed probable that the Admiralty might be induced to grant a favourable consideration to any reasonable scheme, which might be brought forward for the removal of the Admiralty Dock to some site which was more remote from the business and residential portion of the City of Victoria. The Chairman hoped that the members present were unanimous in their decision to have the Dock removed from its present site, placed as it is in the centre of the sea front of the City of Victoria. (Applause.)

On the motion of the Honourable R. Sheehan, seconded by Mr. Justice Wise, the following gentlemen were then elected on a Committee for the purpose of bringing the views of the public in this matter before the proper authorities:—

Sir P. Chater, (Chairman), Hon. C. W. Dickson, W. Poate, Esq., J. R. M. Smith, Esq., T. P. Cochran, Esq., H. E. Pollock, Esq., E. A. Hewett, Esq., W. Danby, Esq., A. G. Wood, Esq., Hon. G. Stewart, Hon. Ho Kai, H. N. Mody, Esq., D. E. Brown, Esq., E. W. Mitchell, Esq., Hon. R. Sheehan, H. E. Tomkins, Esq., G. Forbes, Esq., G. H. Medhurst, Esq., G. Balloch, Esq., J. H. Lewis, Esq.

At a meeting of the Committee which was held at the conclusion of the general meeting, it was decided to ask his Excellency the Governor to consent to receive a deputation from the Committee for the purpose of an interchange of views being effected. Sir Paul Chater, C.M.G., was then chosen as Chairman of the Committee and Mr. H. E. Pollock, K.C., as Honorary Secretary, and a sub-committee was appointed from the General Committee, consisting of the Chairman and Messrs. R. Sheehan, G. Stewart, W. Poate and E. A. Hewett, and the Honorary Secretary for the purpose of drawing up a Petition for presentation to the Secretary of State for the Colonies upon the subject of the removal of the Admiralty Dock from its present site.

It was also resolved to telegraph home a summary of that Petition.

It was further resolved that the Committee would defray any expenses which might be incurred in connection with the prosecution of the attempt to endeavour to persuade the Authorities to consent to the removal of the new Admiralty Dock from its present site.

## LOCAL AND GENERAL.

Anything in the Photographic line, no matter what it may be, can be had at LeMunyon's. —Advt.

THE effect of the enforcement of the new regulations has been to reduce the number of volunteers by 70,000.

THE famous picture of the Saviour in St. Isaac's Cathedral at St. Petersburg, which is valued at £10,000, has been stolen.

AN article on the currency question, as discussed in the Triennial Chamber of Commerce, is printed on the third page.

THE death is announced, from America, of Mr. Richard Jordan Gatling, inventor of the Gatling gun, in the 86th year of his age.

RUSSIA has asked the United States to co-operate with other Powers in an endeavour to stop the illegal importation of arms into China.

To see one of the beautiful Kodaks at LeMunyon's is to buy one. Just call and make him a visit. You will be well repaid. —Advt.

HIS Majesty the King has ordered an inquiry to be held into the alleged threefold increase of cancer in Ireland during the past few years.

THE Right Hon. W. E. H. Lecky, Unionist member for Dublin University, has retired from Parliament, having accepted the Chiltern Hundreds.

A SCOTTISH Court has ordered the Clyde Shipbuilding Company to pay to Spain £67,000, as compensation for delay in the delivery of torpedo-boat destroyers.

THE Chartered Company of South Africa is sending a strong expedition to complete a scientific survey of the country from the original Rhodesian frontier up to Lake Tanganyika.

A TOTAL of £200,000 has already been subscribed to the Queen Victoria Memorial Fund. The amount in hand is now three times as much as would be required to execute the original design.

SAN MIGUEL  
San Miguel.  
San Miguel.

Every steamer from the United States brings great quantities of Kodaks and Photo Supplies for LeMunyon, No. 31 Des Vaux Road. —Advt.

FOR wasting water at the Police Pier, Kowloon and the by infringing Ordinance 16 of 1890, Section 25, a private of the Bombay Infantry was fined \$3, or seven days.

A SWINDLER, named Ferrain Montero has been arrested at Panama for being concerned in huge frauds, by means of which he obtained 2,000,000 dollars in gold from several banks at Santiago, Chili.

EXTRAORDINARY preparations are being taken at New York to safeguard President Roosevelt. The plot revealed by Frank Hitzel specifically included plans for the assassination of President Lube of France.

SEN. TOR S. ELKINS has introduced a bill into the United States Senate which provides for the imposition of a 10 per cent. ad valorem, besides the present duties, on all goods imported on non-American vessels.

THE King's liege recently fined Carl Frederick Kramer, a drug merchant of Bernardsville, to the extent of £93.00, or imprisoning saccharine under a false description. The saccharine was mixed with aniline, and then separated.

CN arrival at the entrance to Kobe harbour the other morning of the British steamer *Kowloon* from Hongkong, she was ordered to be thoroughly disinfected, owing to the outbreak of plague while she was at this port.

HERR F. O. LICHT, of Magdeburg, in his monthly circular on the beet sugar trade for February states that the production during the past month was a decrease of 1,149,000 tons, and he estimates that the crop will show a decrease of 1,218,000.

AT the instance of Mr. J. Looock, a stone-cutter was charged with stealing two steel sheets, valued at \$8.50, from Messrs. Butterfield and Swire's shipbuilding yard at Quarry Bay. Mr. F. A. Hazland sentenced the stone-cutter to three weeks' hard labour.

A PEKING dispatch states that the Grand Council has received reliable telegraphic news that a large force of Kwangsi rebels have invaded Yungchowfu, Hunan province, and that another band has lately crossed into Kuangtung province and occupied a portion of Shaochingfu prefecture.

THE Hunan Steamship Company, which was formed by some Japanese and Chinese capitalists to engage in the coasting trade in Hunan province, China, is now reported to have placed an order with the Osaka Iron Works for the construction of two shallow draught steamers of 600 registered tons each.

THE official trial of the *Cleopatra*, which has been built at the Mitsu Bishi Dockyard and Engine Works, Nagasaki, was successfully held outside Nagasaki harbour the other morning. The new steamer will sail from Nagasaki on the 27th inst. for Kobe, and will then take her place in the N.Y.K.'s North China service.

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THE Y. kokama papers report that Mr. David Jackson, Manager of the Hongkong and Shanghai Banking Corporation, and Mr. T. S. Baker, Acting Sub-Manager, have each been granted the Fourth Class Order of the Rising Sun, as a mark of the Imperial approval for their services in connection with the sale of the 5 per cent. bonds in London last year.

AN auction sale was conducted this morning at the Magistrate's compound, when a quantity of arms, chiefly Winchester repeaters, revolvers of all patterns, pistols, blunderbusses and ammunition were offered by Mr. E. J. Hughes, the Government Auctioneer. Some very good bargains were effected, chiefly among the Chinese dealers in arms and ammunition.

WITH a view to alleviating the sufferings arising from the famine in the north-eastern provinces, the Nippon Yusen Kaisha has decided to make a 50 per cent. reduction in freight on commodities transported thither by the company's steamers or on those which are exported from the afflicted districts, subject to certain conditions. The company will also undertake the transportation of commodities directly intended for the relief of sufferers free of charge, provided that they are in moderate quantities.

IT appears, says the *Japan Mail*, that a daughter and a niece of Kang Yu-wei, who have hitherto been supported by an English resident of Hongkong and are now passing through Japan en route for America, have called upon Count Okuma, and expressed very strong opinions about the necessity of reform in China. These young ladies desire to study the science of administration, but not finding any school suitable for that purpose in Japan, they are proceeding to the United States. Kang Yu-wei's daughter is said to have been much affected when speaking to Count Okuma about the state of her country.

DURING the year 1902, 786 sailing vessels were reported as totally lost; 342 by stranding, 43 by collision, 26 by fire; while 60 foundered, 73 were abandoned, 179 were condemned, and 63 were missing. No less than 1,839 sailing vessels were damaged; 409 by stranding, 48 by fire, 337 by leaks and 636 by stress of weather. The steamers totally lost were 325; 130 by stranding, 41 by collision, 24 by fire; while 27 foundered, 4 were abandoned, 76 were condemned, and 18 were missing. The steamers damaged were 3,131; 882 stranding, 660 by collision, 182 by fire, 48 by leaks, 411 by stress of weather; while 638 reported injury to their engines or boilers. The net tonnage of sailing vessels lost was 339,781, and the gross tonnage of steamers 441,036.

THE Lords Commissioners of the Admiralty recommend the building of a defensive harbour on the east side of Gibraltar, at a cost of £6,500,000. In 1901 a committee was appointed to inquire into the Admiralty works at Gibraltar, the members being Vice-Admiral Sir H. Rawson (now Governor of New South Wales), Lieutenant-General Sir W. Nicholson (now Director-General of Mobilisation) and Military Intelligence at the War Office, Mr. W. Matthews (consulting engineer for harbours and dock works), and Mr. T. Gibson Bowles, M.P. The committee, Mr. Bowles dissenting, recommended the provision of north, south, east and west moles and a graving dock, with approach channel, on the eastern side, at a cost of £4,800,000, and which would take ten years to complete. The cost of a tunnel to connect with the west mole, 3,000 ft. long, etc., was roughly estimated at £500,000.

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WILLIAM Crozier, proprietor of the *Manila Arica* has been fined \$1,000 United States currency and sent to prison for two months for libel.

ON the 16th inst., there was successfully launched from the Hongkong Engine Works Shipbuilding Yard, Yan, 12:00 p.m. the second of three pontoons building to the order of Messrs. Butterfield and Swire for their new Pootung Wharf. The size of each pontoon is 180 feet by 28 by 6.

THE London *Daily News* states that the underwriters have been saddled with 95 per cent. of the New Zealand 3 per cent. loan of £1,250,000, issued at a fixed minimum of £94 10s, and recently quoted at £93 10s. The *Standard* merely states that the greater part of the loan has been left to the underwriters.

A NATIVE report from Tienisla says that some sixty native boats have failed. Two of the biggest failures have already been reported in these columns. Since then there has been a rapid succession of failures. Business at that port is practically at a standstill. The report of the Custom of Wuhu sh was the extent of the export of rice from that port: rice 292,000 shih and 19 catties, grains of all kinds 29,892 shih and 23 catties.

PRINCE Ranjitsinhji strongly disapproves of the proposal to increase the width of the wicket to nine inches. The famous batsman eulogises Australian methods of bowling on true pitches, which he holds teach us that something more than mere length is requisite to obtain wickets on good, dry, hard pitches. The unreliability of the English climate was opposed to the change, which, moreover, would only be tinkering with the laws of the game.

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IT is reported from Peking that the Empress Dowager is thinking of giving another tea party to the ladies of the Foreign Legation before starting for the Western Mausolea early next April. Perhaps this tea party is intended to allay suspicions, and then, again, perhaps not, but these excessive attentions on the part of the Empress Dowager remind one of the palmy days just preceding the sanguinary operations of 1900.

A TELEGRAM to the *N. C. D. News* states:—The result of the Naval Reserve Committee says that the Navy has outgrown the power of the merchant navy to supply it with men when wanted, and the Committee suggests the partial introduction of short service, the formation of naval volunteer corps, and the possible employment of soldiers as marines; and making local arrangements in times of emergency for the supply of Asiatics, especially Lascars, as stokers.

A CANTON letter to the *N. C. D. News* states that the local authorities of that city made a raid on the 1st instant on a house in the western part of the city, where they unearched over one hundred Mauser rifles and some twenty thousand cartridges. It is stated that, tempted by the rewards offered, certain traitors of the revolutionary party reported the matter to the authorities, resulting in the capture of the arms and ammunition in question. It is believed that there must be at least 30,000 Mausers and requisite ammunition yet secreted in Canton city.

IT is reported in Rome that Great Britain has purchased the two Argentine cruisers now being built at Genoa, and a so two Chilean warships which are in course of construction at Newcastle-on-Tyne. Early last year two Argentine cruisers of 850 tons displacement and 17,000 indicated horsepower, giving a speed of 21 knots, were laid down for the Argentine Republic at the yards of Messrs. Ansaldo, at Genoa. About the same time Chile placed orders for two 12,000-ton battle-ships with Armstrong, Whitworth, and Co., Elswick, and Vickers, Sons, and Maxim, Barrow.

AN Indian was charged before Mr. J. H. Kemp this morning with stealing a sewing machine and a large quantity of clothing, valued at \$10.20, from an Indian tailor residing at Kowloon. After stealing the things, the Indian handed them over to a watchman of the Queen's Hotel for the purpose of pawning them. They were eventually pawned at a Chinese pawnshop, at Yau-mai, where \$10 was obtained. Having had the articles pawned for \$10 defendant boarded the S. S. *Zafra* bound for Manila, but was arrested. He was sentenced to four months' hard labour, and the watchman of the Queen's Hotel, who received the stolen property, was fined \$10 or three weeks.

## ROWING.

V.R.C. SCRATCH FOURS and DOUBLE SCULLERS.

On Saturday, quite a number of supporters of the Victoria Recreation Club left Blake Pier in the secretary's launch for the training quarters at Kowloon. The events of the afternoon were two races—first a scratch four-oared of one mile, for which five crews were entered, and second a half-mile sculling race, three boats only contesting. The crews of the scratch fours were as follows:—

Station No. 1. *Leik*—

Row ... .. F. D. Bain  
2 ... .. J. Jordan  
3 ... .. H. A. Cammert  
Stroke ... .. J. Miller  
Cox ... .. F. W. White.

Station No. 2. *Kornblume*—

Row ... .. J. L. Seth  
2 ... .. A. J. Mackie  
3 ... .. N. C. Austin  
Stroke ... .. H. Eyro  
Cox ... .. S. A. Seth.

Station No. 3. *Rose*—

Row ... .. F. K. Tait  
2 ... .. G. F. Ruby  
3 ... .. S. Musso  
Stroke ... .. A. E. Alves  
Cox ... .. C. M. S. Alves.

Station No. 4. *Shamrock*—

Row ... .. H. A. Seth  
2 ... .. A. E. Asger  
3 ... .. F. M. Roia Pereira  
Stroke ... .. C. E. France  
Cox ... .. H. M. Bain.

Station No. 5. *Thistle*—

Row ... .. W. F. Andrews  
2 ... .. H. S. Holmes  
3 ... .. R. Wittich  
Stroke ... .. J. Fredericks  
Cox ... .. H. W. Kenneth.

The crews left the craft in good time—an unusual occurrence by the way—and were soon on the starting post waiting for the signal. The launch carrying the starter, Mr. T. Meek, the umpire, Mr. W. A. Armstrong, and a number of friends was soon on the spot and

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after about two minutes to get into a good line. The start was a fine one, all getting off fairly even. *Shamrock* leading, *Thistle* second, *Kornblume* half a length behind. The boats kept their places for the first three hundred yards, when *Leik* forged ahead a little more, and *Miller* crept up slightly. When a third of the journey was completed, *Alves* put on a spurt to his men, b'king them up well through. No. 3 was flurried and rushed his slide continually. This spurt left *Kornblume* well in the rear with No. 3 towing badly and spilling the swing of the boat, while the cox steered a very erratic course. The *Thistle* and *Leik* were rowing almost level, and doing their best to catch *Alves* and *Hance*, but the race was now between these two boats, and *Leik* was now winning post. *Alves* put on another spurt to which the stroke of the *Shamrock* was unable to answer—and succeeded in getting past the judge about half a length ahead—with *Shamrock* 2nd, *Leik* 3rd, *Thistle* 4th, and *Kornblume* last. It was a well-contested race, every crew doing their best. Unfortunately there were several alterations in one or two of the crews at a late date the men thus being prevented from getting together better.

Shortly after the finish of the four-oared race, three double scullers were brought out of the shed and manned as follows:—

Station No. 1. *Julius*—

Row ... .. H. S. Holnes  
Stroke ... .. R. Wittich  
Cox ... .. A. N. Other.

Station No. 2. *Powerful*—

Row ... .. F. M. R. Pereira  
Stroke ... .. S. Musso  
Cox ... .. C. M. Alves.

Station No. 3. *Terrific*—

Row ... .. S. A. Seth  
Stroke ... .. A. J. Mackie  
Cox ... .. F. W. White.

This race was very keenly contested, but the centre boat showed its superiority soon after the start, and sculling a good hard stroke, forced ahead and won by a clean length. Wittich and Mackie making a good fight for second place, the former getting it by a nose. After the finish of the races Mr. White, the hon. secretary, made a short speech during which he mentioned that another rowing event would probably take place next month. Mr. Armstrong then presented the prizes to the winners, and with three cheers for the hand-wringing hon. secretary, the crowd got aboard the launch again very satisfied with the afternoon's entertainment.

## THE SPORT.

## INTERESTING WEDDING.

A pretty wedding took place in the Grahame Memorial Church, Waverley, on February 11th (reprints Sydney paper) between Mr. Herbert Tang Chee, only son of Mr. Tang Chee, of Kowloon, China, formerly of Tumut, N.S.W., and Miss Esther Foster, youngest daughter of Mrs. Henry Foster, of Peterham. The service was performed by the Rev. John Macraulay, assisted by the Rev. A. A. Aspinall. The bride, who was given away by Mr. Edward Ainslie Moir, wore a gown of ivory silk, trimmed with white lace ribbon, point d'Orleans lace sleeves and yoke, orange blossom, ribbons and carried a bouquet of white jasmine and roses. The bridesmaids were Miss Lily Hastings, Miss Edie Hitchcock, and Miss Edna Chellis, cousin of the bride, acted as train-bearer. Mr. M. Willis was best man, and Mr. Alcock groomsmen. After the ceremony a reception was held in the Peterham Town Hall, and the wedding breakfast served there. During the afternoon the bride and bridegroom left for their honeymoon, which is being spent at Tumut. Tang Chee was born at Tumut (N.S.W.), where his father carried on business as a miller. Mr. Chee is quite a young man, is well educated, and speaks English fluently. He was for some time a pupil at the Cooperwell Academy, at Bowenfels, and from there he went to the Scots College, at Balla Vista Hill, Rose Bay. Mr. Chee was a student at the college for three or four years, during which time he held the much-coveted position of senior prefect. In 1897, while still at Scots College, he was presented with the college gold medal, given in recognition of his general proficiency, etc., the presentation being made by the Rt. Hon. C. H. Reid, who was then Premier. On leaving the college, which Mr. Chee did in 1897, he proceeded to his home at Tumut, where he entered into business with his father, and continued until 1901, when Mr. Chee, senior, decided to go to China, and accordingly left Sydney, accompanied by his family. While in China Mr. Chee, senior, started the first Chinese soft goods firm in Hongkong, and within a very short time a second establishment was opened at Canton; the firm being known as Tang, Chee, Son, and Company. Both these places of business were put under the management of Mr. Tang Chee, who has shown his adaptability for business by the able management of both houses. He is, however, not only manager of the two establishments referred to, but also conducts the Mutual Sui Co., which was purchased by the company from Mr. Thomas Lipin. Mr. Tang Chee arrived in Sydney some days ago by the steamer *Eastern*, and his visit to this State combined pleasure with business. During his stay he has been making arrangements for the erection of additional works at his father's business in T. mut. Mr. Tang Chee's father, while in Tumut, was highly respected, and among many kind acts subscribed a large sum of money towards founding the Tumut Hospital. Mr. Chee, senior, has done much trade in China towards increasing Australian wealth in the East, and anticipates being soon able to visit these shores. Mr. Quong Tart, one of Sydney's well-known, and highly esteemed citizens, who is a great friend of Mr. Chee's, and the family, has acted as Mr. Tang Chee's guide and counsellor during his short but happy sojourn in Sydney.

Mr. and Mrs. Tang Chee arrived to-day from Sydney in the S.S. *Tatung*.

## SHIPPING and MAIL NEWS.

French (Kooning) 26th inst.  
Indian (Kooning) 27th inst.  
English (Ballarat) 27th inst.  
German (Prins Heinrich) 31st inst.  
German (Kleist) 1st prox.  
American (Bertha) 10th prox.  
The A. L. S. N. Co.'s steamer *Nippon* left Kobe via Moji for this port yesterday; the 29th inst. The Imperial German Mail steamer *Sachsen*, which left here on the 19th inst., arrived at Shanghai on Sunday, the 21st inst., at 8 p.m. The H. A. L. steamer *Saxonia* from Hamburg left Singapore for this port yesterday, p.m., and may be expected here on or about the 29th inst.  
The Canadian Pacific Railway Co.'s steamer *Albatross* arrived at Nagasaki at 7 p.m. on Tuesday, the 22nd inst., and left again at 5 p.m. same day for Kobe where she is due to arrive at 6 p.m. on Thursday, the 26th inst.

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## TELEGRAMS.

## "HONGKONG TELEGRAPH" SERVICE.

(By special arrangement with the Ostasiatische Lloyd.)

**President Castro's Resignation.**  
Buenos Aires, 23rd March, 12.5 a.m.  
President Castro's resignation is regarded as an act to ensure his reelection.

## Venezuelan Protocols.

The signing of the Protocols, which will form the foundation of the Hague conference, is imminent at Washington.

## The Reichstag.

The Reichstag will re-assemble for a short period after the Easter holidays.

## The Jesuits.

In the Bundesrat, the opposition against the cancelling of the law against the Jesuits is still undecided, and a favourable result is doubtful.

## Satisfactory Speeches.

Chancellor von Billow's recent speeches have given great satisfaction in Austria, Hungary and Italy.

## The Tour of the German Prince.

The Imperial Prince, have continued their Mediterranean trip. They will meet their parents in Rome on the 2nd April.

## Obituary.

Vice-President von Heeremann is dead.

## (Continued.)

## Venezuela.

LONDON, March 22nd.  
President Castro has resigned but Congress unanimously refuses to accept his resignation.

## The Transvaal Labour Question.

The Radicals are raising a strong agitation against the proposed methods for recruiting natives for the Rand Mines and insist that it is merely a form of slavery. Mr. Chamberlain indignantly repels this idea.

## Riots at Budapest.

Serious student riots have taken place at Budapest on the anniversary of the death of Kossuth. The police were attacked with heavy missiles and sticks and a number were injured.

## (Munich Cablenews.)

## Union of Holland and Germany.

NEW YORK, March 18th.  
It is announced that a union of the Kingdom of Holland and the German Empire may be effected. The German Emperor is exceedingly anxious to make Holland a part of the empire allowing her to retain practically the same government as at present. Many prominent statesmen in Holland are said to look with favour on the suggestion as it would give to their country the protection of the great military establishment of Germany.

## Manila Street Railway.

CAPITAL ONE MILLION.  
A company has been incorporated for the purpose of taking over the franchises for an electric light and street railway in Manila. The capital stock was fixed at one million dollars full paid and non-assessable.

## Reform in German Language.

The German Emperor is planning an active reform in the German language. The use of the present alphabet will be entirely discontinued in the schools and public mediums and the grammar will be much simplified. The general plan of the reform is in accordance with suggestions made by several of the leading Universities.

## BURGLARY IN DES VŒUX ROAD.

Messrs. Ritchie & Co. had a surprise in store for them this morning, as on opening their premises in Des Vœux Road a lighted candle was flickering on the floor and the shop turned topsy-turvy. After getting things a little straightened out it was discovered that jewellery and other articles of the private property of Mr. Ritchie, were missing, and a cash box had been broken open, and the money removed, while several bundles of canvas and other stores were missing. Several letters addressed to divers ships in the harbour had been taken aboard by the firm were lying open, and the thief, or thieves, left, scarcely anything untouched. One of the panes of glass above the door was knocked off and the thief, or thieves, had gained the shop from that, and at the window is only some 14 inches by 10 inches it is presumed that the burglary was carried out by boys. Another pane of glass in a window at the back of the shop was also broken, and bottles of scent and other articles were strewn about the floor on the side entrance ready for removal. A cap, usually worn by sampans, boys, was found on the floor. The police were communicated with, but up to the time of going to press we understand that no arrests have been made.

## THE S.S. "BINH THUAN"

## SAFELY FLOATED.

Many of those who have followed with interest the stranding of the *Binh Thuan*, with 200,000 aboard, belonging to the Hongkong and Shanghai Bank, and the sailing of the tug *F. M.* on the 20th instant to carry out salvaging operations, will be pleased to learn that Messrs. Kinghorn and Macdonald, the charterers of the *F. M.*, have received the following telegram from their agents at Tientsin: "Safely floated last night, now in safe position." This telegram was received on Sunday, and Messrs. Kinghorn and Macdonald wired for more particulars, but as far as we have received any further news.

The *F. M.* under the command of Captain Alfred G. Broadbridge, and with a representative of the Hongkong Telegraph on board, arrived at the scene of the stranding yesterday.

## THE S.S. "PERLA"

From a Manila contemporary, we learn that the *Perla*, belonging to the China and Manila Steamship Co., of which Messrs. Shaw, Tomes and Company are the agents, have been disposed of to the Nippon Yusen Kaisha. A representative of this paper called on one of the partners of the firm to-day in connection with the above, but was informed that the report had no foundation whatever.

## THE "OANPA"

There is due in a few days the new twin-screw steamship *Oanpa*, built for the China Mutual Steam Navigation Co. by Messrs. David and William Henderson, Limited, Glasgow, from Liverpool. The *Oanpa* is a vessel of 497 ft. long over all, 58 ft. 3 in. broad and 35 ft. 10 in. deep, with a gross tonnage of 7,600 tons. The hull is also the construction of the machinery, which consists of twin-screw triple-expansion engines, with cylinders 33 in. 34 in. and 54 in. in diameter by 38 in. stroke, and working at a pressure of 200 lbs. She is built to Lloyd's highest class, has 13 steam winches, and is replete with every appliance for the rapid discharge of her cargo. The crew are berthed aft, and the officers, engineers, &c., are in houses on the bridge-deck. A complete installation of electric light has been fitted through out, and everything supplied that can add to the comfort of those on board and the safety of the vessel. The *Oanpa* is a sister ship to the *Ningpo*, recently completed by Messrs. Henderson for the same owners.

## CANTON NOTES.

(From Our Own Correspondent.)

## CANTON, March 23rd.

## THE PLAGUE.

The plague does not seem to spread much in the city, and a visit to the coffin streets will reveal the fact that there is not an unusual number of deaths at present. The coffin shops are not very busy and no extra hands seem to be employed. Most of the shops have a supply of coffins on hand. This is a very different state of affairs from last year. Then the supply of coffins became exhausted and it was no unusual sight to see several men waiting in a shop until the coffin was finished.

## THE WHEAT AND BARLEY CROP.

The wheat crop is being reaped; the barley will be harvested about a month from now. The Chinese are rejoicing over the best barley and wheat crop in many years. A good luck would have it more wheat and barley were sown last fall that were sown for many years. Two causes explain the unusual amount. The failure of the rice crop made the farmers anxious to get as large a wheat crop as possible. The rain coming when it did and continuing put the land into good condition for cultivating. Thousands of acres were sown, and a bountiful harvest is the result. The farmers rejoice the more because the whole of the wheat crop belongs to them. Three-tenths of each rice crop must be given to the landlord for the rent of the land. The wheat crop is something extra and custom has allowed the farmer all the reward of his labour for this third crop. Just now wheat and barley are selling at the same price per catty as rice.

## A CLAN FIGHT.

Two villages just back of Ko Tong, on the Tsung Fa river and about twenty-five miles from Canton, have had a lively fight. For some days guns were freely used. At last one village ran short of ammunition. Fearing an attack by the other village the women and children were loaded with valises and under cover of night were sent to a neighbouring village. Their movements became known and when nicely started upon the fight their enemies came upon them and took all their valuables. So serious did the trouble become that the large market of Ko Tong was closed last night and the parties to the fight might take refuge in the market and involve the place in the fight. Several hundred soldiers have been sent from Canton to bring about a settlement of the trouble.

## THE REPORTED CAPTURE OF NANNING.

(From Our Correspondent.)

## CANTON, March 23rd.

Regarding the reported capture of Nanning city by the Kwangsi rebels, the native papers here corroborate the information published in the *Telegraph* a few days since, and state that the accuracy of the report that the city is now in their hands is vouched for by the fact that local merchants have received communication from their Nanning houses asking if money to pay the ransom will be forthcoming.

## THE PHILIPPINES CO., LD.

## ANALOGATION OF PHILIPPINE CONCERNS.

We are informed that a scheme is under consideration for the formation of a new company under the name of the "Philippines Company, Limited." The company will be registered in Hongkong, and it is proposed that it should have a capital of \$500,000 divided into 50,000 shares of \$10 each. It is also proposed that this amount will be sufficient to buy up the Philippine Tobacco Trust Co. giving shareholders one share in the new company for every share in the old company, and will buy out the Manila Investment Co. thus absorbing 14,139 shares at \$12.780. It has also been proposed to sell the *Manila Times* and the "Gila" to a tobacco company in Manila. The new company will have a board of directors of three or five members as may be appointed. They will meet at Manila and not in Hongkong. We are informed that if the scheme is successful one of the leading firms of brokers in the Colony will be appointed general managers.

## THE WEATHER.

The following report is from Mr. F. G. Figg, Acting Director of the Hongkong Observatory: "On the 24th at 11.30 a.m. The barometer has fallen rapidly over W. Japan owing to the depression, which is now moving Eastward off the S. coast of China. Pressure has recovered quickly and is again high over the E. coast of China. The monsoon will set in again in the Formosa Channel during the ensuing 24 hours. Moderate E. winds over the N. part of the China Sea. Forecast:—NE. winds, freshening; fine at first, misty later."

## THE CANTON-HANKOW RAILWAY.

A Tokyo paper says that the American China Development Company, which is undertaking the construction of a railway having a length of 980 miles between Canton and Hankow, has now laid rails for a distance of about 15 miles, while the work on other sections is being pushed forward with a dispatch rarely known in China. The paper also states on the authority of a report of the United States Consul at Canton that the American company has obtained the privilege of working the mines lying within 30 miles on both sides of the railway route. The permission therefore covers an area of 980 miles by 60 miles—a fertile district known for the production of rice, tea, and silk.

## FIRE ON N.Y.K. EUROPEAN LINER.

Telegraphic advice has been received at the head office of the Nippon Yusen Kaisha from Singapore, to the effect that a fire broke out on the *Hakata Maru*, which left here for Marseilles and London, on the 21st inst. The fire occurred in the tween decks, No. 2 hold. The extent of the damage had not been definitely ascertained when the message was sent away, but it was known that it would not be necessary to detain the ship.

## EXTENSION OF THE O.S.K.'S BUSINESS.

An exchange learns that the Osaka Shosen Kaisha is now arranging to issue new debentures to the amount of Yen 1,500,000 bearing interest less than seven per cent. per annum. Various extension of the company's business will require money to the extent of two-thirds of this sum, and the remainder will be used in calling in old debentures bearing higher interest.

The Osaka Shosen Kaisha's returns give the receipts of the company as Yen 445,228.80 in January and Yen 412,362.92 in February, making a total of Yen 857,591.72, while the company's expenditure was Yen 377,471.17 for the first and Yen 480,689.73 for the second month of this year, or a total of Yen 858,160.90. The net profit realised by the steamship company for the first two months of the year was therefore Yen 179,430.83.

## ANOTHER STEAMSHIP SERVICE.

A new regular steamship service from Shanghai to Port Arthur and Chemulpo, and thence via Newchwang and Canton to Shanghai, will shortly be established by the Hamburg-American Line, says the *Ostasiatische Lloyd*. This will be the first time that a German line is to call at Korea regularly, and from that point of view alone the enterprise is to be warmly commended. The first steamer to start on the new run is the *Sultherr*, 1,260 tons, built in 1896 by Henry Koch in Lubeck, which has been chartered for the purpose.

## CHINESE IN BRITISH COLUMBIA.

## LEGISLATION FOR THEIR EXCLUSION.

In response to repeated demands by British Columbia, the Canadian Federal Government has at last consented to levy a tax on Chinese entering this province, which will practically exclude Orientals altogether. Of late years representations have been made by deputations of members of the House of Commons from the Pacific Coast regarding the inadvisability of allowing Chinese to enter in such large numbers. A year ago the tax was raised from 50 to 100 dollars, and a commission was appointed to inquire into the matter. This commission reported that the Chinese were a stumbling-block to the progress of British Columbia, and degraded labour interests. The Federal Cabinet has now promised to increase the tax, and try in every way to meet the wishes of the people on this coast.

## RESTRAINTS ON BRITISH SHIPPING.

Addressing a meeting of the London Chamber of Shipping on the 21st ult., Sir James Mackay advocated retaliation upon foreign countries which exclude British shipping from interport trade. In the course of his address Sir James instanced the unjust treatment of British vessels touching at Honolulu. Sir James Mackay is a partner in the great Calcutta firm of Mackinnon, Mackenzie, and Company, a director of the British India Steam Navigation Company, and a member of the Council of India.

## THE CANADIAN PACIFIC AND THE BEAVER LINE.

A cable to Sydney papers states that the Canadian Pacific Railway Co. has purchased the Beaver Line steamers from Messrs. Elder, Dempster & Co. for £1,500,000. The deal was regarded as having an important bearing on the proposed Canadian fast mail service, as it would probably eliminate the tender of Messrs. Elder, Dempster, and leave the Canadian Pacific in a better position to secure the contract.

The Beaver line boats range from 8,000 tons, and are a decided acquisition to the Canadian company's fleet. They were built specially for the Atlantic passenger service, and are roomy and comfortable. The summer service is from Liverpool to Quebec and Montreal and the winter service to St. John (N.B.) via Halifax.

## THE P. &amp; O. "SOCOTRA"

In our issue of the 12th inst. we stated that the P. & O. *Socotra* had sustained slight damage in collision, and that her sailing date from London on the China voyage was postponed from the 5th to the 13th ult. The following interesting item from a London journal of the 15th ult. provides further information:—In the Admiralty Court, yesterday, Mr. Justice Bucknill and Trinity Masters had before them a claim and counter-claim for damages arising out of a collision between the P. & O. liner *Socotra* and the s.s. *Dallington*, owned by Messrs. Bell, Symondson, and Company, and the Southdown Steamship Company, Limited. On the 1st of this month the *Socotra* was on her way from Antwerp to London, and coming down the river Scheldt ran into the *Dallington*, which at the time was lying at anchor. The *Socotra* was berthed in a dangerous position, and was a danger to navigation, and was not properly looked after. The owners of the *Dallington*, however, said the neglect was on the part of those on the *Socotra*, and averred that they were berthed under the direction of the local authority. The court held the *Socotra* alone to blame for the collision.

## Commercial.

## TO-DAY'S INTELLIGENCE.

With the exception of considerable attention attracted by DOCKS and CHINA SUGARS business to-day has not been on a large scale. MAC-O STAMBOATS sold at \$36.75 and at this rate continue in request. INDOS are reported firmer, but in the absence of business it is impossible to fix a reliable quotation. CHINA SUGARS sold in small lots at the advancing rates of \$108 and \$109, and close in strong demand at the latter rate. HONGKONG and WHAMPOA DOCKS are difficult to obtain, and shares have advanced to \$109, buyers after business at \$108.50. CEMENTS are weaker at \$22.25 ex div. CHINA PROVIDENTS sold at \$9.85.

## THE PHILIPPINES MARKET.

The following are extracts from Messrs. Warner, Barnes & Co.'s circular dated Manila, 16th inst.:—  
Hemp: Market continued quiet until just as we close, when it alters realising the impossibility of obtaining their enhanced ideas. Free stocks have been consequently somewhat reduced, but are calculated to still amount to about 35,000 bales.  
Receipts are estimated on a much freer scale for the next few weeks, and it is probable that, in the absence of any sudden demand, these will affect a further depression in sterling values.  
We quote fair current with sellers and no buyers at \$22 per picul equal at exchange 1/73 to 1/33.96 per ton f.o.b.  
Sugar: Manila.—Nominal, nothing offering. Tael.—No crop.  
Jolite.—Since the adjournment of the United States Senate without passing bill reducing import duties in the States on Philippine Sugar, dealers have come down somewhat in their ideas, and we quote sellers at \$5/37 per picul for usual assortment equal at 1/79/10 exchange to 1/79.10 per ton f.o.b.  
Coffee: Nominal—\$48 per picul.  
Rice: Market continues firm but quiet at \$7 per picul f.o.b. Saigon values have eased a little, but the advance in exchange brings out the landed price the same, slightly lower prices are anticipated for April, owing to predicted heavy arrivals of paddy during the month, but millers at present refuse to contract except at full prices.

## EXCHANGE.

ON LONDON, Telegraphic Transfer... 1/16  
Bank Bills, on demand... 1/74  
Credits, 4 months' sight... 1/77/16  
Diamonds, 4 months' sight... 1/79/16  
ON BERLIN, (demand)... 1/163  
ON PARIS, Bank Bills, on demand... 2/04  
Credits, 4 months' sight... 2/01  
ON NEW YORK, Bank Bills, on demand... 387  
Credits, 30 days' sight... 393  
ON BOMBAY, Telegraphic Transfer... 1187  
On demand... 119  
ON SHANGHAI, Telegraphic Transfer... 734  
Private to days' sight... nom.  
ON YOKOHAMA, T.T. ... 784  
Sovereigns, Bank's Buying Rate... \$12.50  
Gold Leaf 100 touch, per tael... \$5.00  
Bar Silver... 780/850

## OPIUM QUOTATIONS.

To-day's quotations are as follows:—  
MALWA NEW... @ 5970/600  
LAST YEAR... @ 1,020/1,060  
OLDEST... @ 1,080/1,150  
PATNA NEW... @ 1,105  
BENARES NEW... @ 1,085  
PERSIAN (PAPER)... @ 780/850

## To-day's Advertisements.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.  
STEAM FOR  
FIUME AND TRIESTE (DIRECT),  
Calling at SINGAPORE, PENANG, RANGOON, CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID.  
(Taking Cargo at through Rates to the BRAZILS, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE AND ADRIATIC PORTS.)  
THE Company's Steamship  
"NIPPON."  
Captain Klausberger, will be despatched as above on WEDNESDAY, the 1st April, P.M.  
For Information as to Passage and Freight apply to  
SANDER, WIELER & Co.,  
Agents,  
Princes Buildings,  
Hongkong, 24th March, 1903. [148e]

COMPAGNIE DES MESSEAGERIES MARITIMES.  
PAQUEBOTS-POSTE FRANCAIS.  
NOTICE  
STEAM FOR  
SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALSO  
PORTS OF BRAZIL AND RIVER PLATE

ON TUESDAY, the 7th April, 1903, at 11 A.M., the Company's Steamship "SYDNEY," Captain Blanc, with Mail, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSHIPMENT.  
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.  
Shipping Orders will be granted till Noon only on MONDAY, the 6th April, Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on TUESDAY.  
Parcels are not to be sent on board, they must be left at the Agency's Office. Contents and Value of Packages are required.  
For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX,  
Agent,  
Hongkong, 24th March, 1903. [148e]

PAQUEBOTS-POSTE FRANCAIS.

NOTICE  
STEAM FOR  
SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALSO  
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Parcels are not to be sent on board, they must be left at the Agency's Office. Contents and Value of Packages are required.  
For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX,  
Agent,  
Hongkong, 24th March, 1903. [148e]

PAQUEBOTS-POSTE FRANCAIS.

## To-day's Advertisements.

## GOVERNMENT NOTIFICATION.

INFORMATION has been received from the MILITARY AUTHORITIES that night firing will take place at Stonecutters' Island on WEDNESDAY and THURSDAY next, the 25th and 26th instant, from 7 P.M. to 9.30 P.M.  
By Command,  
F. H. MAY,  
Colonial Secretary.  
Colonial Secretary's Office,  
Hongkong, 24th March, 1903. [176e]

## GOVERNMENT NOTIFICATION.

INFORMATION has been received from the MILITARY AUTHORITIES that GUN PRACTICE will be carried out from 6 P.M. to 9 P.M. at Stonecutters' Island, West Battery, on MONDAY and TUESDAY next, the 30th and 31st instant, at targets in a Westerly direction. Practice will commence at about 9 A.M.  
By Command,  
F. H. MAY,  
Colonial Secretary.  
Colonial Secretary's Office,  
Hongkong, 24th March, 1903. [174e]

## GOVERNMENT NOTIFICATION.

INFORMATION has been received from the MILITARY AUTHORITIES that GUN PRACTICE will be carried out from 6 P.M. to 9 P.M. at Stonecutters' Island, West Battery, on MONDAY and TUESDAY next, the 30th and 31st instant, at targets in a Westerly direction. Practice will commence at about 9 A.M.  
By Command,  
F. H. MAY,  
Colonial Secretary.  
Colonial Secretary's Office,  
Hongkong, 24th March, 1903. [175e]

## CHINESE-AMERICAN

## COMMERCIAL COMPANY,

## IMPORTERS, EXPORTERS AND MANUFACTURERS.

CAPITAL, ... \$1,000,000 U.S. GOLD.

HEAD OFFICE: SAN FRANCISCO, CALIFORNIA.

WE beg to announce that the HONGKONG BRANCH of the above Company has been OPENED at Nos. 20 & 21, CONNAUGHT ROAD, nearly opposite Blake Pier.

We are DIRECT REPRESENTATIVES and AGENTS for numerous Manufacturers.

We CARRY a varied and extensive line of SAMPLES, and our patrons will find same of distinct advantage when ordering through us.

CHINESE-AMERICAN COMMERCIAL COMPANY,  
Nos. 20 & 21, CONNAUGHT ROAD.  
Hongkong, 24th March, 1903. [173e]



## THE HISTORY

Of impaired and lost eyesight, cataracts and other diseased conditions of the eyes is generally associated with delay in getting first glasses, cheap spectacles, tramp spec, bungling of incompetents and the indiscriminate wearing of others' discarded glasses.

ONLY ONE PAIR OF EYES  
To last a life time. Keep them healthy and enjoy comfortable and perfect vision to the greatest age by getting your glasses fitted by

N. LAZARUS,  
OPHTHALMIC OPTICIAN,  
OF LONDON AND CALCUTTA.

Consulting Room: No. 16, Queen's Road Central.  
Entrance through Mr. R. Houghton's Tailoring Establishment, nearly opposite Hongkong Hotel. [6e]



## BUCHANAN BLEND

## SCOTCH WHISKY.



JAMES BUCHANAN & CO.,  
SCOTCH WHISKY DISTILLERS.  
By Appointment to

H.M. THE KING  
and  
H.R.H. the PRINCE of WALES

CAN BE OBTAINED FROM

LANE CRAWFORD & CO.  
AND ALSO THE MUTUAL STORES,  
AND FIRST CLASS HOTELS AND CLUBS.



## Shipping—Steamers.

OCEAN STEAMSHIP COMPANY, LD.  
AND  
CHINA MUTUAL STEAM NAVIGATION  
COMPANY, LD.

## JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.  
MONTHLY SAILINGS FOR LIVERPOOL.  
MONTHLY SAILINGS FOR CONTINENT.  
OUTWARDS.

| FROM                  | STEAMERS          | DATE ON     |
|-----------------------|-------------------|-------------|
| GLASGOW and LIVERPOOL | "OANFA" .....     | 26th March. |
| "                     | "MENELAUS" .....  | 27th "      |
| "                     | "JASON" .....     | 3rd April.  |
| "                     | "AGAMEMNON" ..... | 9th "       |
| "                     | "KEEMUN" .....    | 16th "      |

S.S. "OANFA" left Singapore 20th inst., and is due here 26th instant.  
S.S. "MENELAUS" left Singapore at Noon 22nd instant, and is expected here 27th instant.

## HOMEBWARDS.

| FOR              | STEAMERS          | TO SAIL ON  |
|------------------|-------------------|-------------|
| LONDON via GENOA | "KINLUCK" .....   | 31st March. |
| and ANTWERP      | "GLAUCUS" .....   | 14th April. |
| "                | "DEUCALION" ..... | 28th April. |
| "                | "AGAMEMNON" ..... | 12th May.   |
| "                | "CALCHAS" .....   | 26th May.   |

## LIVERPOOL BERTH.

(Taking Cargo at London Rates.)  
LIVERPOOL via MARSEILLES .. "PING SUEY" .. 18th April.  
" via GENOA .. "PATROCLOS" .. 25th May.

## CONTINENTAL BERTH.

MARSEILLES, LONDON and ANTWERP .. "MENELAUS" .. 27th April.

## TRANS-PACIFIC SERVICE.

| FOR                            | STEAMERS       | TO SAIL ON  |
|--------------------------------|----------------|-------------|
| VICTORIA, SEATTLE, TACOMA, and | "OANFA" .....  | 28th March. |
| all PACIFIC COAST PORTS        | "              | "           |
| NAGASAKI, KOBE and YOKOHAMA    | "KEEMUN" ..... | 18th April. |

## BUTTERFIELD &amp; SWIRE,

AGENTS.

Hongkong, 23rd March, 1903.

## CHINA NAVIGATION CO., LIMITED.

| FOR                         | STEAMERS          | TO SAIL     |
|-----------------------------|-------------------|-------------|
| SHANGHAI                    | "SINGAN" .....    | 25th March. |
| SWATOW, CHEFOO and TIENTSIN | "NANCHANG" .....  | 25th "      |
| MANILA                      | "SUNGKIANG" ..... | 25th "      |
| CEBU and ILOILO             | "KATFONG" .....   | 28th "      |
| YOKOHAMA and KOBE           | "TAIYUAN" .....   | 28th "      |
| SHANGHAI                    | "KANSU" .....     | 1st April.  |
| MANILA                      | "CHINGTU" .....   | 4th April.  |

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivaled table. A duly qualified Surgeon is on board.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

§ See Special Advertisement.

N.B.—B.O.D. SALON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE,

AGENTS.

Hongkong, 23rd March, 1903.

## Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

| Steamship.   | Tons. | Captain.     | For                | Sailing Dates.                   |
|--------------|-------|--------------|--------------------|----------------------------------|
| RUBI .....   | 2540  | R. W. Almond | MANILA (DIRECT) .. | Saturday, 28th March, at 10 A.M. |
| ZAFIRO ..... | 2540  | R. Rodger    | Do.                | Saturday, 4th April, at 10 A.M.  |
| FERLA .....  | 1980  | J. McGinty   | Do.                | Do.                              |

For Freight or Passage, apply to

SHEWAN, TOMES &amp; CO.,

GENERAL MANAGERS.

Hongkong, 21st March, 1903.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY

Steamship Tons Captain To Sail

"INDRASAMHA" .. 5,107 .. J. R. P. Craven .. Mar. 26, 1903.

"INDRAVELLI" .. 4,899 .. W. E. Craven .. April 16, "

"INDRAPURA" .. 4,899 .. A. E. Hollingsworth .. May 14, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

## OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS—SUBJECT TO ALTERATIONS.

| Destinations.  | Steamers.          | Captains.       | Sailing Dates.         |
|----------------|--------------------|-----------------|------------------------|
| FOR FOCHOOW .. | "ANPING MARU" ..   | J. Goto .....   | WEDNESDAY, 25th March. |
| FOR TAMSUI ..  | "DAIJIN MARU" ..   | T. Ogata .....  | SUNDAY, 29th March.    |
| FOR ANPING ..  | "MAIDZURU MARU" .. | T. Saito .....  | WEDNESDAY, 1st April.  |
| FOR TAMSUI ..  | "DAIGI MARU" ..    | T. W. Groves .. | SUNDAY, 5th April.     |

\* Via SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co.'s Piers at the Customs' water-front premises at Tamsui to land all passengers and cargo.

By the Co's steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.

For Freight, Passage and further information, apply at the Co's Local Branch Office, at No. 2, Des Voeux Road Central.

T. ARIMA, Manager.

Hongkong, 16th March, 1903.

## Shipping.

## STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

## HONGKONG-MANILA,

## REDUCED SALOON PAS-

## SAGE MONEY.

SINGLE, \$20. RETURN, \$35.

STEAMERS fitted throughout with Electric Light. First Class Accommodation. Unrivaled Table. Duly qualified Surgeon carried. BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 10th January, 1903. [350]

## STEAM TO CANTON.

FRENCH MAIL

Twin Screw S.S. "SAN CHEUNG" 951 Tons, Captain Murphy, leaves HONGKONG for CANTON at 5.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days, leaving Canton at 5 P.M. Unexcelled accommodation for First Class Passengers. Hot and Cold Water lead on by Pipes to each Cabin. Ship lights throughout by Electric ty. Passage Fare \$3.00 Single Journey. Meals \$1.00 each.

The Company's Wharf is East of the Hongkong Harbour Master's Office, and West of Canton Boat Co.'s Wharf.

CHEUNG ON S.S. CO., LTD.

Hongkong, 17th January, 1903. [700]

## WING ON STEAMSHIP COMPANY.

## HONGKONG-MACAO LINE.

## THE Steamship

"CHU KONG," Capt. Mason.

Departures from HONGKONG to MACAO. Daily, at 8 A.M. SUNDAY including Departures from MACAO to HONGKONG. Daily, at 2 P.M. SUNDAY including.

This Steamer is the fastest and has Superior Cabin Accommodation.

FARES: 1st Class .. \$2.00 2nd " .. 1.00 3rd " .. .50

Further Particulars may be obtained at the Office of the

WING ON STEAMSHIP CO.,

No. 42, Bonham Strand West.

Hongkong, 10th March, 1903. [870]

## FOR SINGAPORE, RANGOON AND MOULMEIN.

## THE Steamship

"FREIBURG," Capt. Proesch.

Will be despatched for the above Ports on THURSDAY, the 2nd April, at Noon.

For Freight, apply to

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 23rd March, 1903. [3680]

## TOYO KISEN KAISHA

## MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivaled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship. Captain. Tons. Sailing Date.

ROHILLA MARU .. E. P. Bishop .. 3,869 .. Tuesday, 31st instant, at Noon.

ROSETTA MARU .. N. Tate .. 3,876 .. Friday, 3rd April, at Noon.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

Hongkong, 24th March, 1903. [1710]

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

## FOR SWATOW, AMOY AND TAMSUI.

## THE Company's Steamship

"HAILONG," Captain Gibson.

Will be despatched for the above Ports, TO-MORROW, the 25th instant, at 11 A.M.

For Freight or Passage, apply to

DOUGLAS LARPAK &amp; Co.,

General Managers.

Hongkong, 24th March, 1903. [3670]

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

## FOR MANILA.

## THE Company's Steamship

"YUENSANG," Captain P. H. Rolfe.

Will be despatched as above on FRIDAY, the 27th instant, at 4 P.M.

This Steamer has Superior Accommodation for First Class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON &amp; Co.,

General Managers.

Hongkong, 23rd March, 1903. [3690]

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

## FOR SYDNEY AND MELBOURNE.

Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &amp;c.)

## THE Steamship

"EASTERN," Captain Ellis.

Will be despatched for the above Ports, on THURSDAY, the 9th April, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &amp;c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To ensure the additional comfort of passengers, the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON &amp; Co.,

Agents.

Hongkong, 17th March, 1903. [7100]

## Shipping.

## STEAMERS.

## STEAM TO CANTON.

THE Splendid New Steel Twin Screw Steamer

"KWONG CHOW" 1,474 Tons, Captain Walker, leaves HONGKONG for CANTON at 5.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days, leaving Canton at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity.

Passage Fare, \$4 Single Journey.

Meals \$1 each.

The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHIU ON S.S. CO., LTD.

Hongkong, 14th March, 1903. [3220]

## FOR ILOILO (DIRECT).

## THE Steamship

"I. DE LA RAMA," Captain F. Such.

Will be despatched as above on THURSDAY, the 26th instant, at 4 P.M.

This Steamer has Superior Accommodation for First Class Passengers and is fitted throughout with Electric Light.

For Freight or Passage, apply to

HIJOS DE I. DE LA RAMA,

10, Connaught Road.

Hongkong, 21st March, 1903. [3620]

## NIPPON YUSEN KAISHA.

## FOR MANILA.

## THE Company's Japanese Mail Steamship

"KUMANO MARU," 5,000 Tons, Captain H. Fraser.

Will be despatched for the above Port on FRIDAY, the 27th instant, at 4 P.M.

This Well-known Steamer is specially constructed for the service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

For Freight or Passage, apply to

A. S. MIHARA,

Manager.

Hongkong, 21st March, 1903. [3600]

## REGULAR STEAMSHIP SERVICE TO NEW YORK,

## VIA PORTS AND SUEZ CANAL

(With Liberty to call at PHILIPPINE PORTS).

## PROPOSED SAILINGS FROM HONGKONG.

1903.

"AFRIDI" .. About 15th April.

"RICHMOND CASTLE" .. 30th April.

"SAGAMI" .. 15th May.

For Freight and further information, apply to

DODWELL &amp; Co., LIMITED,

Agents.

Hongkong, 6th March, 1903. [1900]

## Intimation.

## THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,

HONGKONG.

CABLE ADDRESS—Telegraph, Hongkong.

## THE leading English Newspaper in China

Also widely circulated in Japan, Cochinchina, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail. The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

## ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted. This standard runs exactly eight lines to the inch, and about eight words to the line.

## ADVERTISEMENT RATES.

(per inch.)

One week .. \$ 2.85

One month .. 7.00

Two months .. 13.00

Three " .. 20.00

Six " .. 37.50

Twelve " .. 73.00

No charge less than one dollar.

Discount allowed on—

3 Months Contract .. 5 per cent.

6 " .. 10 "

12 " .. 25 "

## DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages.

\$1 each insertion in the Daily and Weekly.

## CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the Hongkong Telegraph Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

## JOBING DEPARTMENT.

Job Printing of all descriptions undertaken.

## PROGRAMMES.

## PAMPHLETS.

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